

ultrasonic testing equipment for detection of flaws in the axles.

- (viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xii) Refresher courses are regularly organised at specified intervals.
- (xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.
- (xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

[English]

Kelkar Committee

*99. SHRI MOHAN RAWALE :
SHRI G.A. CHARAN REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Vijay Kelkar Committee which was set up to work out the financial restructuring of Indian Airlines has submitted its report;

(b) if so, the details of the recommendations made by the committee and the time by which these recommendations are likely to be implemented; and

(c) if not, the time by which the committee is likely to submit its report?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) Yes, Sir.

(b) The Kelkar Committee was set up to make a comprehensive examination of the reasons for losses of Indian Airlines and to formulate a turn-around strategy.

The Committee after examination, concluded that Indian Airlines, which was a profitable organisation till 1988-89 started incurring losses for reasons beyond its control, the three main reasons being the grounding of the A-320 fleet for a prolonged period, the merger of Vayudoot with Indian Airlines and its operations in uneconomic sectors over prescribed limits.

It was in this context that the Committee recommended a turn around strategy. The important recommendations of the Kelkar Committee relate to :-

- (i) Financial restructuring, which includes capital injection of Rs. 922 crores in the form of compensation, subordinated loan, equity, and contribution by Indian Airlines and its employees.
- (ii) Fleet Planning.
- (iii) Route Rationalisation.
- (iv) Organisational Restructuring.
- (v) Human Resource Management.

The Kelkar Committee has recommended that the capital injection would start giving returns to Government on its contribution from the year 1999-2000. It has concluded that the turn-around package should be considered and adopted early and in totality.

As this turn-around strategy involves a large amount of financial contribution, the matter has been taken up with the Ministry of Finance and Planning Commission to expedite implementation.

(c) In view of reply given to (a) above, does not arise.

Indian Iron and Steel Company, Burnpur

*100. SHRIMATI GEETA MUKHERJEE :
SHRI SANAT KUMAR MANDAL :

Will the Minister of STEEL be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem captioned, "IISCO evaluation on Feb. 26" appearing in the Business Standard, New Delhi, dated February 5, 1997;

(b) if so, the steps recommended by the BIFR to revitalise the ailing Burnpur-based public sector unit;

(c) the action proposed to be taken by the Government thereon;

(d) the latest position of modernisation and rehabilitation of IISCO, Burnpur, West Bengal;

(e) Whether the Government are also considering privatisation of the above steel company; and

(f) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) Yes, Sir.

(b) to (f) Indian Iron & Steel Co. Ltd. (IISCO) was referred to BIFR in June, 1994. In August, 1996, SAIL had invited offers for participation in the revival/modernisation of IISCO through a joint venture arrangement with SAIL retaining majority share-holding of 51% in the joint venture company. SAIL had received offers from two parties viz. M/s. Tyazhpromexport (TPE)

of Russia and M/s. Mitsui of Japan. M/s. Mitsui have since indicated their unwillingness for equity participation which is an essential requirement for selection of Joint Venture Partner. Consequently at present there is only one offer available for revival of IISCO. M/s. TPE have since informed SAIL that they require extension of three months time for submission of their Revial Plan. Consequently, SAIL have sought extension of time for a further period of 4 months from the BIFR.

As IISCO has been referred to the BIFR, any scheme to be taken up for modernisation will have to be in accordance with the orders of the BIFR in this regard.

ESI Dispensaries

858. SHRI A.G.S. RAM BABU : Will the Minister of LABOUR be pleased to state :

(a) the categories of employees covered under the ESI Health Scheme and the contribution deducted from the employees, category-wise during the last two years;

(b) whether any plan has been drafted to improve the general and sanitary conditions in the ESI dispensaries and increase to various services offered to patients; and

(c) the details of the ESI dispensaries located in Tamil Nadu, city-wise?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) Presently the employees drawing wages not exceeding Rs. 6500/- per month are covered/coverable under the ESI Act, 1948. During the last two years, the contribution was deducted @ 1.50% of the monthly wages of all the employees.

(b) Yes, Sir.

(c) A statement indicating number of ESI dispensaries in Tamil Nadu, district-wise, is enclosed.

Statement

S.No.	Name of District	No. of Dispensaries
1	2	3
1.	Madras	22
2.	Chengalpattu	17
3.	South Arcot	2
4.	Vellore Ambedkar	8
5.	Thiruvannamalai Sambuvarayar	1
6.	Salem	12
7.	Dharmapuri	3
8.	Trichy	8
9.	Tanjore	5
10.	Pudukottai	1

1	2	3
11.	Coimbatore	33
12.	Periyar	2
13.	Madurai	10
14.	Anna	5
15.	Kamarajar	7
16.	Pasumpon Muthuramalignam	2
17.	Chidambaranar	4
18.	Nellai Katta Bomman	7
19.	Kanyakumari	2
20.	Nilgiris	1
Total :-		152

Note : In addition, the ESIC has got 6 mobile dispensaries and 2 utilisation dispensaries serving in different areas in Tamil Nadu.

Introduction of 12 Coach EMU Rakes in Calcutta Suburban Section

859. SHRI ANIL BASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are considering to introduce 12 coach EMU rakes in Calcutta suburban section;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) There are no such plans in the near future.

(b) Does not arise.

(c) Due to infrastructural constraints.

Local Dialling Facilities

860. SHRI HARADHAN ROY :
SHRI BALAI CHANDRA RAY :
SHRI MEHBOOB ZAHEDI :

Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to Unstarred Question No. 290 on November 21, 1996 and state :

(a) the steps taken to connect Durgapur SDCA exchanges with Assansol SDCA exchanges so that subscribers of this entire region are able to enjoy access of local dialling facilities; and

(b) the reasons for the delay to provide group dialling system in West Bengal?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Durgapur SDCA exchanges have good connectivity with Asansol SDCA exchanges through